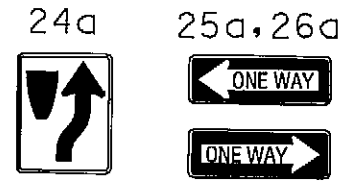
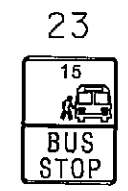


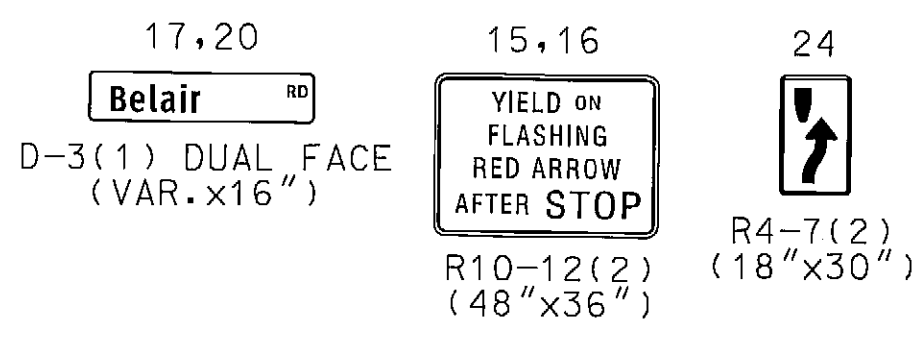
EXISTING SIGNS TO BE REMOVED



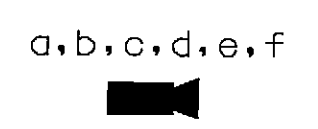
EXISTING SIGN TO BE RELOCATED



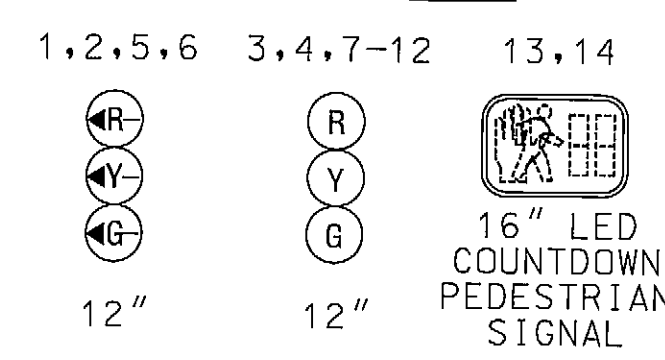
PROPOSED SIGNS



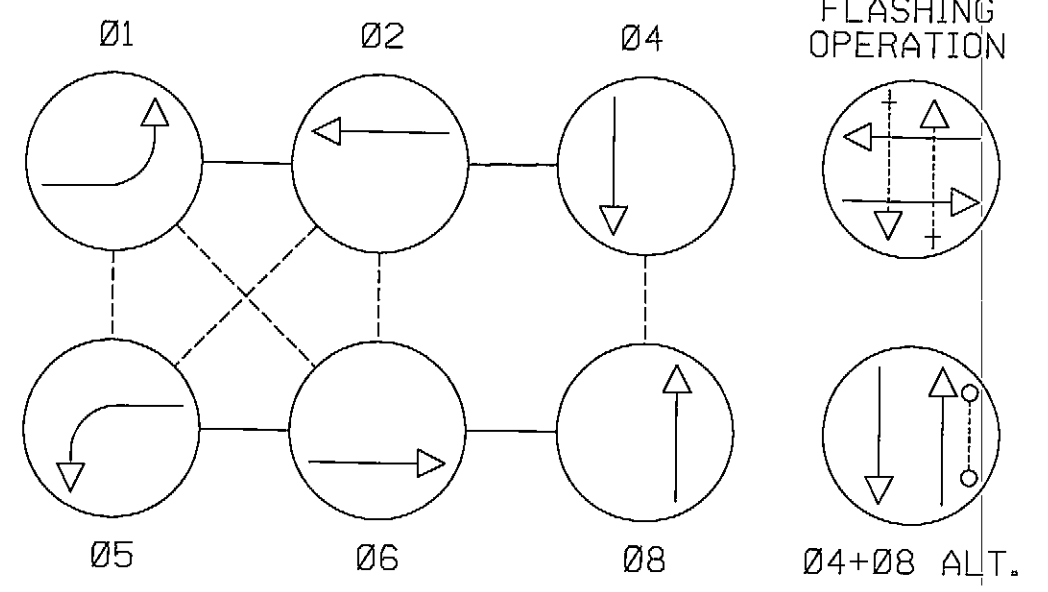
PROPOSED VIDEO DETECTION CAMERA



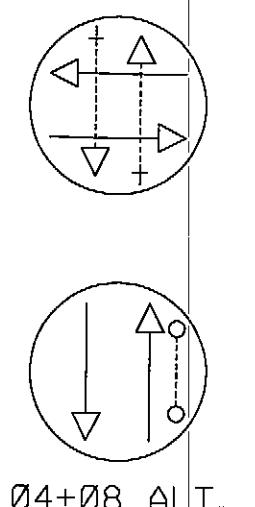
PROPOSED SIGNALS



NEMA PHASING



FLASHING OPERATION



NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

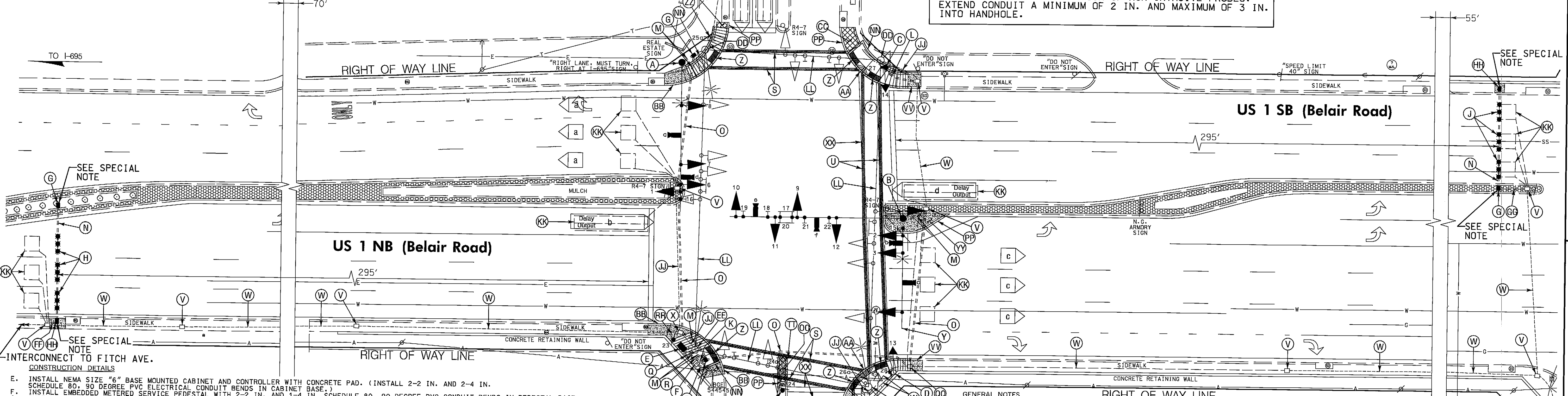
US 1 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

CONSTRUCTION DETAILS

- A. INSTALL CONCRETE FOUNDATION WITH A 27 FT. STEEL POLE WITH A 70 FT. MAST ARM, TRAFFIC SIGNAL HEADS, SIGNS, VIDEO DETECTION CAMERA MOUNTED ON MAST ARM AND 15 FT. STREET LIGHTING ARM WITH A 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE. (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN POLE BASE).
- B. INSTALL CONCRETE FOUNDATION WITH A 27 FT. STEEL POLE WITH A TWIN 50 FT. (CUT TO 44 FT.) 70 FT. MAST ARMS, TRAFFIC SIGNAL HEADS, SIGNS, VIDEO DETECTION CAMERAS MOUNTED ON MAST ARM AND 15 FT. STREET LIGHTING ARM WITH A 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE. (INSTALL 1-2 IN. AND 1-4 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BENDS IN POLE BASE).
- C. INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH MODIFIED BREAKAWAY BASE STANDARD NEMA 801.01-01, COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING RIGHT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS BELAIR ROAD"). (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE PVC ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).
- D. USE EXISTING PEDESTAL POLE FOUNDATION. REMOVE EXISTING PEDESTAL POLE AND PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS BELAIR ROAD").

SPECIAL NOTE:

INSTALL HANDHOLE WITH LONG DIMENSION PERPENDICULAR TO TRAVEL WAY FOR INSTALLATION OF NON-INVASIVE PROBES. EXTEND CONDUIT A MINIMUM OF 2 IN. AND MAXIMUM OF 3 IN. INTO HANDHOLE.



SPAN	23'-7"
TELEPHONE	26'-0"
TELEPHONE	26'-8"
TELEPHONE	29'-5"
TOP STRAIN POLE	33'-6"
Twist, Primary	OVER 40'
Primary	OVER 40'

TELEPHONE	23'-11"
SPAN	24'-7"
TELEPHONE	25'-4"
CABLE	27'-9"
TELEPHONE	28'-4"
TOP STRAIN POLE	37'-10"
Twist, Primary	33'-9"
Primary	OVER 40'

GENERAL NOTES

- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE, THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
- THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
- ALL PROPOSED LUMINAIRES SHALL BE SUPPLIED WITH A PHOTOCELL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
- REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.
- THE CONTRACTOR SHALL NOT CUT MAST ARM AS INDICATED ON PLANS UNTIL MAST ARM POLE LOCATION IS FINALIZED.
- PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" X 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
- THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E-2 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
- ALL SIDEWALK RAMPS SHALL BE INSTALLED AS PER STANDARDS MD 655.11 AND MD 655.12.
- THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING SIDEWALKS CAUSED BY THE INSTALLATION OF SIGNAL EQUIPMENT.
- REFER TO SHEET 3 FOR DIMENSIONS OF SIGNAL EQUIPMENT AND PAVEMENT MARKINGS WITHIN INTERSECTION.



STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

US 1 (Belair Road) and Fullerton Plaza/Putty Hill Plaza

Parkville, Maryland

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20' ADVERTISED DATE _____ CONTRACT NO. XX6455185

DESIGNED BY _____ COUNTY Baltimore

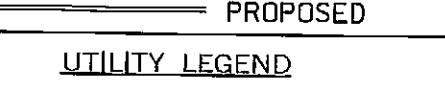
DRAWN BY H. Killian LOGMILE 03000106.91

CHECKED BY _____ TMS NO. H330

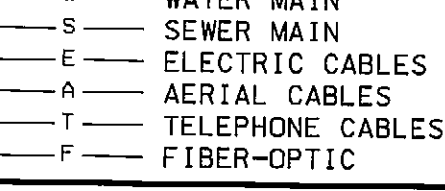
F.A.P. NO. _____ TOD NO. _____

TS NO. 1449H DRAWING TSP-1 OF 4 SHEET NO. 1 OF 4

GEOMETRIC LEGEND



UTILITY LEGEND



TOD NO: XX645-14
SHA NO: BA93885B
US 1: Fullerton Plaza/Putty Hill Shopping Center



WHITMAN, REQUARDT & ASSOCIATES, LLP
801 South Caroline Street, Baltimore, Maryland 21231

APPROVALS	REVISIONS
TEAM LEADER	REBUILD TRAFFIC SIGNAL
ASST. DIR. CHIEF	SHA NO. XX6455185 TMS# K690
DIVISION CHIEF	10/10/2012
OFFICE DIRECTOR	INSTALL APS PEDESTRIAN SIGNALS AND ADA RAMPS
	CONTRACT NO. AT8255185 11/7/2007
	BRD NML
	CHANGE E/P LEFT TURNS TO EXCLUSIVE LEFT TURNS

BRD	NML
CHANGE E/P LEFT TURNS TO EXCLUSIVE LEFT TURNS	

PLOTTED: October 10, 2011
FILE: N:\31669-140\CADD\p9g-P001_K690.dgn